

differential valve (HDV) having a seating face located between the inlet port and the working chamber, said HDV forming a control chamber and the HDV opens towards the working chamber, said HDV using a poppet opening into the working chamber upon release from the seating face, said poppet forming a fluid flow throttling slot and a poppet chamber, wherein a flow area of the throttling slot is up to 99% less than the flow area between the HDV and the seating face during a part of the travel of the HDV, said part of the travel being up to 80% of full travel of the HDV, further wherein said working chamber is connected to the control chamber via a bore; resilient means for biasing the HDV towards its closed position; a solenoid valve installed between the control chamber and the spill port.

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The paragraph beginning on line 56 of column 5 should read as follows:

a<sup>2</sup> In another alternate form of invention shown in FIG. 5, with the HDV 4 in the closed position the bypass channel 5 is closed by the sealing cylindrical surface 22 of the HDV and there is an overlap "L". The fuel injection system works in the same way as the one shown in FIG. 1, but when the solenoid valve 17 is open and fuel flows from the working 9 to control 6 chambers, the flow rate does not depend on the flow area of throttling slot 25, therefore the fuel delivery of the injection system is less affected by the tolerances on the dimensions of the throttling slot 25.

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**IN THE CLAIMS:**

Please amend claim 3 to include the Certificate of Correction changes from the original patent, to wit:

a<sup>3</sup> 3. A fuel injector according to claim 1, wherein the flow area of the throttling slot remains constant during the part of the travel of the HDV.